dily disentangled, analysed, and sketched with precision. Without attending to these facts, all attempts to do so will be futile.

It may be alleged as a general rule, that Early English mouldings lie on the planes rectangular; that Decorated, according to their kind, fall either on these, or on the chamfer-plane alone; and that Perpendicular mouldings almost always lie on the last. If some members seem to fall short of one plane, they will generally be found referable to some other; and if they fall on the segment of a circle, which is much more rarely the case, the Inclination must be determined by bending a ruler or piece of lead across them."

A writer in the *English Review* for December, 1844, has the following remarks on the difference between Grecian and Gothic mouldings:—"Where the Grecian delighted in broad level surfaces, catching the light in masses, or in projecting curves on which it dies away by degrees into shadow, the Gothic roughened and encrusted them with carving. And thus in general we measure, or, if the expression may be used, we read and peruse a Grecian moulding by its lights, and the Gothic by its shadows." Again: "Of the differences between the two classes of mouldings, some may be detected by a superficial view. For instance, the Grecian delights in convex lines, the Gothic in concave; the Grecian in broad lights, the Gothic in narrow. The Grecian throws out projections to catch the eye; the Gothic endeavours to bury it in deep recesses. The Grecian leads it gently along in sweeping, unbroken undulations; the Gothic fractures its lines, and combines them in angles and curves. The lights and shadows of the Grecian melt and slide insensibly into each other; those of the Gothic are planted together in strong and bold contrast. . . . . In the purest Grecian buildings, vertical mouldings are rare. Horizontal mouldings form the leading lines; and it is by these, even in later and degenerated specimens, that the vertical mouldings are regulated. In the Gothic, vertical mouldings are most frequent; and they overrule and determine those which are horizontal. And Grecian mouldings are simple and easily divisible into parts; Gothic are entangled in labyrinths, and perplexed with innumerable intricacies."

To the subject of Gothic mouldings, their developement and varieties, we shall shortly recur.

Correspondence.

DIFFERENCES IN BUILDERS' ESTIMATES.

SIR,—I take the liberty of forwarding to you the amounts of the tenders for a large hotel at Whitehaven, Cumberland, for the Earl of Lonsdale. The difference between the highest and lowest is most extraordinary. Mr. Nelson, one of the parties, is an architect and builder at Carlisle, and a person well acquainted with the place and prices, having built several large edifices in the town. I went down and made strict investigation as to every item, I had to price out, and assure you that I went very closely into the estimates for Messrs. Burton. How can you account for the difference, when all parties were furnished with the quantities by the architect, Mr. Carpenter?

Grimsdell	£ 26,795	0	0
Jay	26,327	0	0
Burton	21,473	0	0
Nelson (Carlisle)	21,021	0	0
Todhunter (Whitehaven)	20,743	14	4½
Blackstock and Co. (do.)	19,525	0	0
Grissell and Peto	18,860	0	0
Elger and Kelk	18,700	0	0
Rigby	17,926	0	0

Difference 8,869*l.*

I am, Sir, &c.

SEMPER IDEM.

BRITISH ARCHÆOLOGICAL ASSOCIATION.

SIR,—The very liberal and impartial view you have taken of the dissensions which have unfortunately arisen in the Archæological Association, induces a belief that your columns are open to advocate an adjustment of their differences, which, it should be remembered, by the committee on both sides, have involved the whole body of members in their quarrel. There are few lovers of the history of their own country who did not gladly hail the attempt to form a society having for its objects the promises their first prospectus held out, and a proportionate degree of disappointment, within a few months, to see the association threatened with dissolution. Not from want of objects for investigation, or money, or talent, but a mere difference of opinion amongst the members of the committee on a truly slight ground, the subject of which, as well as the consequences, are too well known to require repetition. The position of both sides is absolutely absurd, if not melancholy, when it is considered the bitter feeling that this really trifling cause has engendered in the lists, including some of the first spirits of the day, as well as reverend divines.

I would beg to suggest, to the latter more especially, the propriety, not to say duty, of offering their services in a spirit of conciliation to bring about a proper understanding, and I venture to predict, their endeavours towards an adjustment of their differences would be attended with good results. I am, Sir, &c.

P. A. X.

INTERCOLUMNS AND INTERCOLUMNIATION.

SIR,—According to Nicholson, both the above terms convey a definite meaning. Intercolumn (from the Latin *inter*, between, and *columna*, a column) signifies the open *area* between two columns. Intercolumniation, the *distance* between columns, measured by their lower diameter.—I am, Sir, &c. N.

Miscellanea.

FALL OF A VIADUCT AT ASHTON.—We stated in our last impression, that an inquest was then sitting on the bodies of the unfortunate persons who were killed by the falling of nine arches in the Ashton branch Railway. At the request of the coroner, Mr. Samuel Hobne, engineer and builder of Liverpool, in conjunction with Mr. Bellhouse, and Mr. Lee of Manchester, made an examination of the ground and works where the accident occurred, with the view of finding out the cause. In their report they state that on examining the plan they found the interior filled up with rubble stone mixed with scablings and brickbats negligently thrown in, without being regularly bedded, with mortar of a very inferior quality, all of which bore evidence of the slovenly execution of the works. The report, which was lengthy, concluded with the following declaration:—"We cannot close this painful examination without expressing our opinion that great blame has been incurred, and that this accident has taken place through the inferiority both of the material and the workmanship. We refer particularly to the construction of the piers. These were totally insufficient for sustaining the weight which had been placed vertically upon them. The pressure could only act on the exterior casing, for the interior did not in the slightest degree contribute to their strength, and would not have borne their own weight if the exterior casing had been removed from them. The want of binders also, to connect the two sides of the piers together, has been a most fatal error, and painful as it is to us, we are compelled to state that in our opinion, this accident would not have occurred had the works been executed in a proper manner." The jury returned a verdict of Accidental Death, accompanied by the unanimous expression of their opinion, that they considered the sole cause of the accident to arise from the insufficiency of the works and the inferiority of the material used, together with negligence of the men and the contractors, also that of the company's servants, and a request that the coroners would forward the evidence taken before them to the Lords of the Privy Council or the Board of Trade, with the view to the Government sending down some competent engineer to inspect the whole of the works prior to the line being opened to the public.

NAMES OF STREETS.—Monmouth-street, named after the unfortunate son of Charles the Second, so well known from its being the residence of the purveyors of second-hand habiliments, has had its name changed to Dudley-street. Petticoat-lane, at the East-end, has in a similar way been transferred to the more euphonious sound of Middlesex-street.

ATMOSPHERIC RAILWAYS.—The committee of the House of Commons appointed to inquire into the merits of the atmospheric system have reported favourably of it.

NOTICES OF CONTRACTS.

[We are compelled by the interference of the Stamp Office to omit the names of the parties to whom tenders, &c., are to be addressed. For the convenience of our readers however, they are entered in a book, and may be seen on application at the office of "The Builder," 2, York-street, Covent-garden.]

For taking down part of the present County Gaol of Lincoln, and erecting a New Building on the site thereof, with airing yards and other requisites.

For building a school-room in London near the bridges.

For the Masonry Work of several Viaducts and Bridges.

For the performance of the Works connected with the erecting of the new Pier at Penzance.

For the erection of the Borough Gaol, Birmingham.

For the erection of a Building in London for a highly-patronized purpose, at the estimated cost of about 30,000*l.*

For the supply of 20,000 slow-grown Larch Sleepers, wanted by the Manchester and Birmingham Railway.

For the necessary piling, excavating, and carting away of the soil, for the foundation of a New Warehouse for the Dock Company at Kingston-upon-Hull.

For the Alteration and Enlargement of the Union Workhouse at Whittlesey, in the neighbourhood of Huntingdon.

For the Erection of a Workhouse between Swindon and Highworth, Wiltshire.

For the performance of the necessary works in the construction of a New Dock in the Borough of Kingston-upon-Hull.

For repairing and keeping in repair for three years, from Midsummer-day next, the Cannon-street Road, Middlesex.

For the Erection of a Gentleman's Residence and Farmery attached, near the Shrivenham Station on the Great Western Railway.

For Erecting a Market-house at Malmesbury, Wiltshire.

For a quantity of *proof chain* 2½, 1¼, 1, ¾, and ½ inch, wanted by the Universal Salvage Company.

COMPETITIONS.

Plans, sections, and elevations for a Terminus, and other requisite accompanying offices, for the Great Southern and Western Railway, Ireland.

A premium of 30 guineas will be presented to the party offering the best plan of Docks, capable of admitting ships of 1,000 tons burden, to be erected at Burnham, in the Bristol Channel.

APPROACHING SALES OF WOOD, &c.

BY AUCTION.

The timber and other trees now standing upon the estate at Woodcraves, Salop. By order of the Lord Chancellor made in the cause "Dickin *v.* Barker."

At Mitchell's Farm, near Saffron Walden. A fall of 68 famous Oak, and six Ash timber trees with the top wood.

At Wiston Woods, near Nayland, Essex: all the Timber, Timber-like Trees and Saplings (consisting of Oak, Ash, Elm, Asp, Birch, and Cherry) arising from the Wood of 13 Acres called "Hills."

At Kersey, near Hadleigh, Essex: 130 Capital Oak Timber Trees, 70 Oak Standels, and about 30 Pollards, lying on "The Ivy-tree Farm."

TO CORRESPONDENTS.

"J. J. B."—*We are unable to insert the letter as it has no public interest. The advertisement shall of course appear if still desired.*

"J. W. A."—*We quite agree with his second note.*

"E. J. N. S.," *is thanked for the sketch. We will take an opportunity to look at the house.*

"C. K."—*We could not assist our correspondent in his desire to remodel the front of his house without engravings, and these would not be of sufficient value to our readers generally to authorize their preparation.*

"A Young Builder," *cannot do better than obtain "Laxton's Price Book."*

"Herne Hill Church."—*We are much surprised by the tone of the private letter signed William Sugden, and the course pursued. We allowed all the parties concerned to make their statements, and afterwards, at the foot of a communication on the subject signed W. A. (p.* 166 ante*), gave our general impression of the whole. Mr. Sugden complains of Mr. Alexander's assertion, that the statements are "untrue" (p.* 130*), and offers to disprove it if the architect will pay the expenses of such disproof, and the loss "sustained through him in material and labour;" he also points out portions of the specification which do not agree with the quantities furnished. This, however, which seems admitted, does not at all alter the main ques-*

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